FIXED WING SEARCH TEAM / DISASTER RECONNAISSANCE

DESCRIPTION	The Fixed Wing Search Team / Disaster Reconnaissance conducts fixed wing search and disaster reconnaissance missions and provides law enforcement support.
RESOURCE CATEGORY	Search and Rescue
RESOURCE KIND	Team
OVERALL FUNCTION	This team: 1. Conducts air reconnaissance and search operations using fixed wing aircraft during day or night under visual meteorological conditions (VMC) 2. Conducts operations with technologies such as video, still imagery, forward-looking infrared (FLIR) imagery, hyperspectral imaging and real-time video feedback, using available equipment 3. Conducts search operations, including: a. Aerial search of a pre-strike or post-strike area in search of personnel who need to be extracted or rescued b. Coordination with, and direction of, mobile ground and air search and rescue assets to help extract or rescue personnel 4. Conducts reconnaissance operations, including: a. Pre-strike reconnaissance of an area forecast to experience a hurricane, tropical storm, flood, fire or other incident b. Post-strike aerial damage assessment to gather information for planning response and recovery activities c. Law enforcement missions 5. Gathers information on the status of roads and bridges to determine safe ingress routes for responders to use in re-entry operations 6. Gathers information on the condition of dams, rivers and dikes to provide situational awareness and safety overwatch for responders
COMPOSITION AND ORDERING SPECIFICATIONS	1. Discuss logistics for deploying this team, such as working conditions, length of deployment, security, lodging, transportation and meals, prior to deployment. 2. Discuss the necessity for communications equipment beyond intra-team communications–such as command, logistics, aircraft and military communications. 3. Discuss the necessity for additional specialized personnel, such as advanced sensor operators or mission-specific specialists. 4. Discuss procedures for responding to contaminated environments; discuss any necessary Personal Protective Equipment (PPE), respiratory protection, clothing and equipment. 5. Requestor may provide or acquire the flight observer locally; discuss with provider in advance of deployment. 6. Requestor specifies if flight observer or pilot should be a sworn law enforcement officer based on mission needs, such as evidence gathering. 7. Requestor ensures that hours per shift and assignment duration comply with Federal Aviation Administration (FAA) regulations and local unit regulations. 8. Requestor bases the number of requested aircraft on the nature and scope of mission, complexity of logistics, intensity of demand and duration of service activity. 9. Requestor specifies any special environmental capabilities necessary, such as high altitude or extended observation. 10. Requestor specifies any technological capabilities necessary, such as hyperspectral imaging.

Each type of resource builds on the qualifications of the type below it. For example, Type 1 qualifications include the qualifications in Type 2, plus an increase in capability. Type 1 is the highest qualification level.

COMPONENT	TYPE 1	TYPE 2	TYPE 3	TYPE 4	NOTES
MINIMUM PERSONNEL PER TEAM	2	2	2	2	Not specified

COMPONENT	TYPE 1	TYPE 2	TYPE 3	TYPE 4	NOTES
MANAGEMENT AND OVERSIGHT PERSONNEL PER TEAM	Same as Type 2	1 - Pilot–commercial (instrument) certificate or higher	Same as Type 4	1 - Pilot–commercial certificate or higher	1. Pilot is not a National Incident Management System (NIMS) typed position. 2. Pilot should have training commensurate to the mission needs. 3. All positions should complete appropriate unit training programs.
SUPPORT PERSONNEL PER TEAM	Same as Type 2	1 - Sensor operator capable of managing on-board sensors	Same as Type 4	1 - Flight observer	1. Flight observer and sensor operator are not NIMS typed support positions. 2. The flight observer is not necessarily part of the crew and therefore might not deploy with the aircraft. The requestor may need to acquire this position locally. 3. The requestor should specify if the flight observer or pilot should be a sworn law enforcement officer based on mission needs, such as evidence gathering. 4. The sensor operator deploys with the aircraft and is trained on the aircraft's specific sensors. 5. All positions should complete appropriate unit training programs.
FIXED WING AIRCRAFT VEHICLE PER TEAM	Same as Type 2	IFR-capable fixed wing observation aircraft	Same as Type 4	Fixed wing observation aircraft	Not Specified
VIDEO/ELECTRONIC EQUIPMENT PER TEAM	1. Capable of flying back video or still imagery 2. Capable of high-resolution airborne video transmission 3. FLIR or other infrared capabilities	Same as Type 3, PLUS: Capable of low-resolution airborne video transmission	Capable of transporting video or still imagery to a designated location	Not Specified	Not Specified
PERSONAL PROTECTIVE EQUIPMENT (PPE) PER TEAM MEMBER	Same as Type 2	Same as Type 3	Same as Type 4	Appropriate PPE based on mission profile	Not Specified

COMPONENT	TYPE 1	TYPE 2	TYPE 3	TYPE 4	NOTES
COMMUNICATIONS EQUIPMENT PER TEAM	Same as Type 2	Same as Type 3	Same as Type 4	Radios capable of ground communications	1. Intra-team and inter-team communications should comply with National Interoperability Field Operations Guide (NIFOG) standards. 2. Consider alternate forms of communication, such as satellite phones, based on the mission assignment and team needs

NOTES

1. Nationally typed resources represent the minimum criteria for the associated component and capability.
2. This document contains references to non-Federal resources and materials. Such references do not constitute an endorsement by the U.S. government, or any of its employees, of the information or content which a non-Federal resource or material provides.

REFERENCES

1. FEMA, National Incident Management System (NIMS), October 2017
2. FEMA, National Response Framework, October 2019
3. U.S. Department of Homeland Security (DHS), Emergency Communications Division, National Interoperability Field Operations Guide (NIFOG), latest edition adopted